



The California Parking Minimum fight

By Marc Vukceovich



What is Streets For All?

An advocacy organization based in Los Angeles, CA that advocates for sustainable and equitable transportation and land use

Special focus on: Biking, walking, public transportation, urban land use, and parking policy

We work actively in California state legislature with 10 sponsored bills

Locally known for Healthy Streets LA, our ballot initiative.





Our statewide work

AB 1317	Carrillo	Unbundles the cost of parking from rent
AB 251	Ward	Studies higher registration fees for heavy vehicles
AB 413	Lee	Mandates daylighting at crosswalks
AB 819	Bryan	Decriminalizes fare evasion
AB 825	Bryan	Legalizes biking on the sidewalk when no safe bike infrastructure exists
AB 645	Friedman	Speed camera pilot program
SB 695	Gonzalez	Increases highway widening transparency at Caltrans
SB 411	Portantino	Permits L.A. NC meetings to stay virtual
SB 538	Portantino	Appoints a chief advisor of bicycling at Caltrans
SB 712	Portantino	Stops landlords from prohibiting e-bikes



The Story of Parking Reform in California

In 2011, a bill AB 761 (Skinner) to end parking minimums was authored and got nowhere

In 2021, a bill called AB 1401 (Friedman) was authored with a lot of energy behind it. It mirrored AB 2097.

In 2022, California effectively ended huge swaths of parking minimums through a bill AB 2097 (Friedman).

The Story of Parking Reform in California



Strong advocates

Made our position loud and clear

Politically adept developers

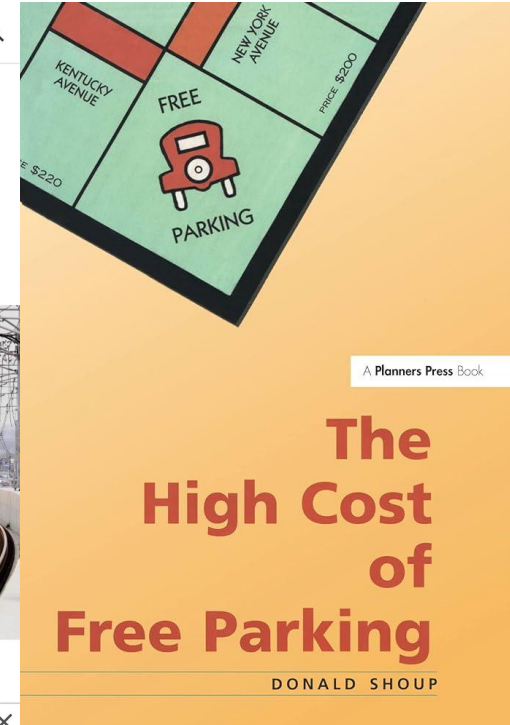
Explained how it helps

UCLA Faculty

Explained the research trade offs and responded to concerns



A Metro train passes by apartments in Culver City in January 2017. Two state bills would eliminate parking requirements in developments near transit. (Christina House / Los Angeles Times)



Governor Signs and promotes the bill



← Post

 **Office of the Governor of California** ✓
@CAgovernor

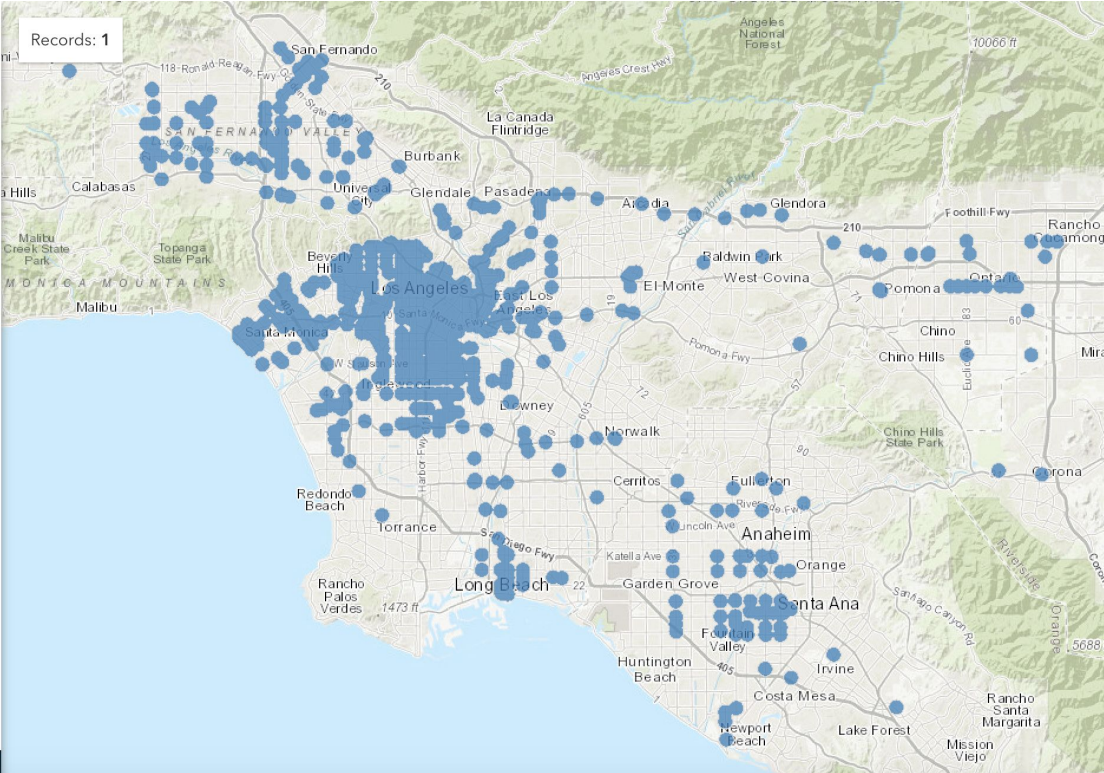
CA is making housing cheaper & easier to build by eliminating parking requirements for new housing near transit and daily destinations like jobs, grocery stores, & schools.

Thanks to the work of @laurafriedman43, we're prioritizing people and the planet over cars.


Basically, we're making it cheaper and easier to build new housing near daily destinations

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The Result



California cost per parking space:
\$5,000 - \$80,000





Five Policy Frontiers



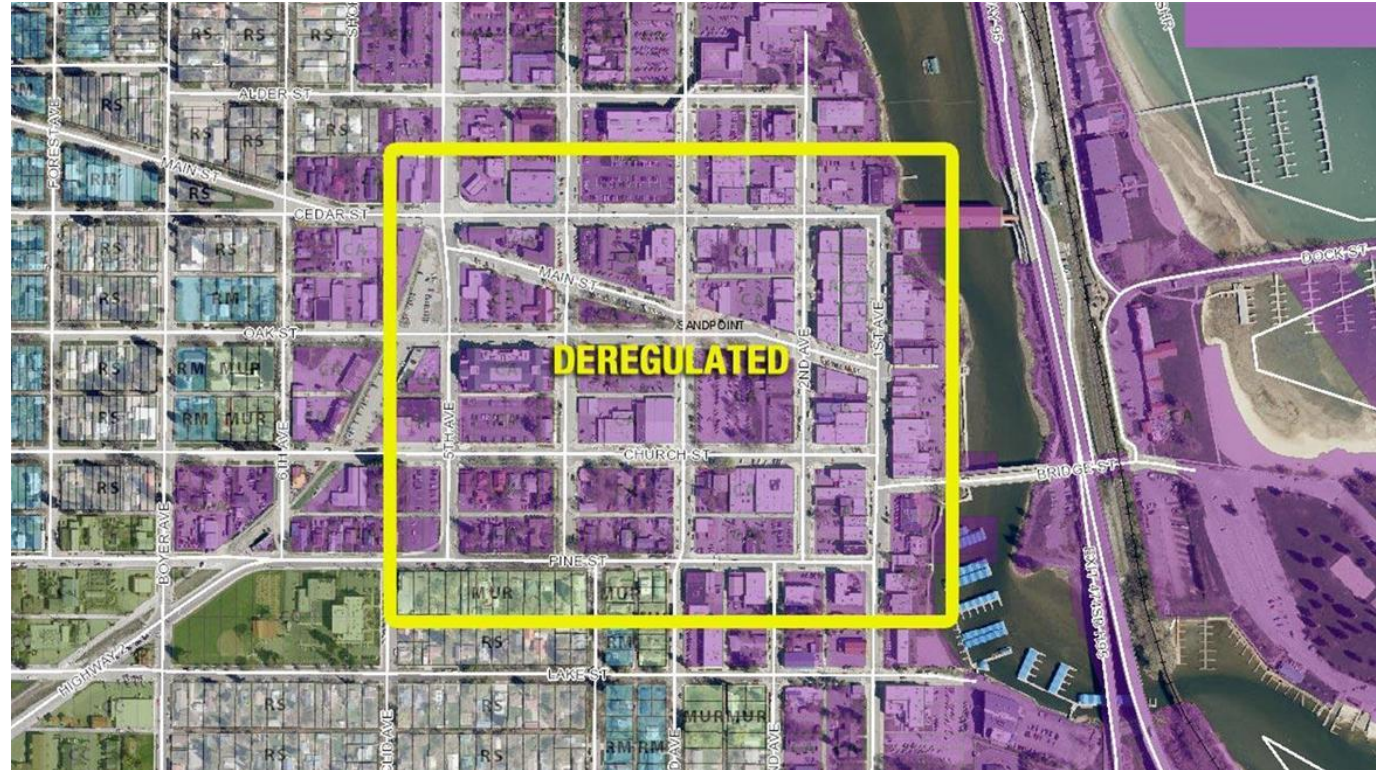
Expanding the removal of parking minimums

Three Full Repeals:

- San Jose
- Culver City
- Alameda
- Mountain View

Partial:

- Hayward
- San Francisco
- San Diego
- Temecula
- Pomona
- Santa Monica
- Fresno
- Sacramento
- Berkeley
- Petaluma
- Redding
- Arcada
- Healdsburg
- Fremont
- 29 Palms



Parking Maximums



Curb Management / Car Sharing



Vehicle Storage	Emergency Services	Bicycles and Infrastructure
Car Sharing	Micromobility	Local Businesses
Pedestrians and Crossing Infrastructure	Electric (EV) Charging	Access for All
Food trucks and Mobile Vendors	Transit and Transit Infrastructure	Green Infrastructure, Parklets, and Streetscapes
Special Events	Ridehailing	Freight
	Flex Zone	



Shared Parking

13 Parking spaces, 3 uses

AB 894 (Friedman)



Jul 2022

[See more dates](#)



Unbundling Parking



AB 1317
ASM. W. CARRILLO
UNBUNDLES
PARKING
FROM RENT



Unbundled Parking

The cost of parking is “unbundled” to reveal the true price of parking, separate from rents and other goods and services



- 1 Cost of parking is revealed to the user
- 2 Consumers can save money by using less parking, resulting in lower parking demand
- 3 Less parking needs to be funded and built